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To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interest of Lake Carriers, and im rove the character of the service rendered to the public.

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THE U. S. MONITORS.

It is stated that when the history of the monitors in the United States navy shall come to be told it will lay bare a strange record. Some of the uncompleted or recently completed monitors were begun over a quarter of a century ago, and the fleet of monitors just ordered from the James River, near Richmond, has been lying there rusting these twenty years. They are of the single-turret type. They are all single screw steamers of 340 horse-power, and each carries two guns. The Ajax, Canonicus, Mahopac, Manhattan and Wyandotte are 2,100 tons each, while the Catskill, Jason, Lehigh, Montauk, Nahant, Nantucket, Passaic and Comanche are of 1,875 tons each. Only two out of the six remaining at Richmond are to be prapared for sea, and it is said that of the four that have not been ordered immediately from the James, some will probably be sold as scrap iron.

The history of the old double-turret monitors, several of which have lately been completed, is somewhat like that of their single-turret sister ships. The largest of these great iron-clads is the Puritan. She is of 6,060 tons and of 3,700 horse-power, and she carries ten guns. She is a double barbette turret monitor, and so are the Monadnock and Amphitrite. They and the Terror, a double-turret monitor, are each of 3,900 tons and 1,600 horse-power. The Monadnock carries six guns and the other two carry four guns each. All of the double-turret monitors are twin screw propellers. The whole fleet has been considered the mystery of the navy for many years, and the completion of several of these ships has disappointed the expectation of everybody that knows their history. Their cost was enormous, and there have been great changes in their plan of construction. One of them lay for years at a shipyard at Wilmington, Del., until the shipbuilders put in a claim of many thousands of dollars for dockage. It used to be said that the double-turret monitors, if completed, would never be seaworthy, though, through change of construction, this prophesy has been disappointed.

NEW POINT CONCERNING CONTRACTS.

A question which arises now and then in regard to bidders on government contracts has been decided by a ruling of the attorney-general in the case of a New York firm who were the lowest bidders on an invitation of the chief of the bureau of yards and docks for proposals for reconstructing certain buildings at the Brooklyn navy yard. Their proposal was accepted, but the firm in question declined to enter into the requisite formal contract on the ground that they had made a mistake in transcribing the estimates upon which their bid was based. They therefore requested the bureau to award the contract to the next lowest bidder and charge the difference to their account. Circumstances of this kind having frequently occurred in various bureaus of the navy department, Judge Advocate General Lemly asked the attorney-general whether the contractors had a right, under the circumstances, to withdraw their bid on account of the mistake they made in preparing their estimates. The attorney general in reply said: "I am clearly of the opinion that they have not such right. The mistake was not a mutual one, and it was due to negligence on their part."

LAUNCH OF A REVENUE CUTTER.

The revenue cutter William Windom was successfully launched from the yards of the Dubuque Iron Works, Dubuque, Ia., on Saturday.

The William Windom is pronounced by the officials in charge of her construction to be one of the most thoroughly complete government boats ever built at any yard, on the lakes or coast, and much credit is due to the enterprising builders on the upper reaches of the Mississippi for their successful competition in bidding for the work as well as the excellent workmanship shown in the hull. The Iowa Iron Works contracted to build the boat for $98,500. The following are the principal dimensions: Length, 170 feet 8 inches over all, beam, 27 feet 1½ inches; depth of hold, 14 feet. The material used in the construction is steel of the best quality, every piece of which has been subjected to the crucial test provided by the department. The engines are what are known as the twin-screw inverted, of the triple-expansion type, two sets. The dimensions of the cylinder are 11¾, 16½, and 26½ inches bore by 24 inches stroke. These engines are about 800 horse-power. The boiler is of the Scotch marine type, 12 feet in diameter, 16 feet long, and built for firing at both ends. The draft of the cutter when fully equipped, will be seven feet. She will be fitted with two masts and provided with sails. The cutter is expected to make a speed of fifteen knots an hour. The armament will consist of a 16-pounder and two one-pound rapid, firing guns. The small arms will consist of thirty new and improved Jorgensen rifles, such as are furnished the navy, and an equal number of cutlasses and revolvers.

The same builders launched the Ericsson about a year ago.

FINE MARINE ENGINES.

The European critics who inspected the new American Transatlantic Liner, the St. Louis, on her first arrival at an English port, seemed to be particularly impressed by the great power and fine finish of her engines. These engines are quadruple expansion, of 20,000 horse-power. Heretofore vessels of great speed and power had to be content with the triple expansion engine. The quadruple principle has never before been applied to such large engines as those of the St. Louis, so the eyes of the scientific and mechanical world are especially fixed upon this portion of the new liner's machinery. Their cylinders are respectively 36 inches, 50 inches, 71 inches and 100 inches in diameter. Steam is supplied from six steel double-end boilers 20 feet long and 15 feet 7½ inches in diameter. They are heated by 39 furnaces, with 830 square feet of grate and a heating surface of about 30,000 square feet. The piston stroke is about 60 inches.

The length of this vessel over all is 554 feet 2 inches; length on load water line, 535 feet 8 inches; extreme beam, 63 feet; depth of the hold, 42 feet. Her hull alone contains 6,000 tons of steel. The draught of water is 26 feet and her gross register 11,000 tons. The Cramps claim that by the arrangement of bulkheads and air-tight compartments in the vessel she is almost unsinkable. If in a collision the bulkheads are damaged, three compartments might be completely flooded and yet the vessel would be seaworthy. The same arrangement insures against fire, as a blaze may be confined to any one compartment.

NEW TONNAGE.

The Bureau of Navigation, Treasury Department, assigned official numbers to the following lake built tonnage during the two weeks ending June 15:

Steam—Azaled 75 gross tons, Detroit; Cheemann 8 tons, Buffalo; John A. Stabel 40 tons, Buffalo; Rappahannock 2,381 tons, Port Huron; Cecelia B. 12 tons, Marquette; John Owens, 130 tons, Buffalo; Silver Spray 39 tons, Marquette.

Sail—Miriam 9 tons, Erie. Unrigged—Tycoon 287 tons, Port Huron; Mikado 287 tons, Port Huron.

NEWS AROUND THE LAKES.

CHICAGO, ILL.

Special Correspondence to The Marine Record.

The side-wheel steamer Chief Justice Waite was in the Chicago Ship Building Co.'s dry dock, and received considerable repairs.

The schooner Granger in tow collided with Clark Street bridge, in the north draw, the schooner's jib-boom was carried away and the railing and sidewalk on the bridge was badly damaged. It is claimed by the owners of the tug that the bridge was not opened soon enough to let the schooner pass through, and the city will be asked to pay the damages.

At the shipyard here this week the barge Albert was in dock and had her bottom re-calked, the schooner Sunrise had a leak stopped, the tug Ira O. Smith received repairs to her stern bearing and some calking, the tug Wau Bun had some iron plates taken off forward, and was re-calked and had some new iron plates put on, the tug John Torrent received repairs to her stern bearing and some calking.

A scow 106 feet long 28 feet wide 7 feet 8 inches deep, built by Fitz Simmons & Connell for the O. S. Richardson Fueling Company, was launched Tuesday afternoon. The scow is very strongly built, her sides and ends are of 4 inch oak, and her bottom and deck of 3 inch pine, her keelson and frames are of steel, two plate girders and one howe truss and two arches making in all five sections, and seven bulkheads across athwartships. She will carry 600 tons of coal. The specialty of her build, which is a new departure in scow building, is in her ends the corners of which are an elipse instead of square. The O. S. Richardson Co. ever anxious to serve their patrons and to make improvements conceived the idea that a scow with rounded corners would be less likely to do damage by collision with vessels in the river, and when coaling them up than with the old fashioned square cornered scow, and put their ideas into execution, when having their new scow built.

The Chicago tug companies are now running their tugs nearly to the foot of Lake Michigan in search of tows. The agreement which they entered into last season, and the early part of this season to lay at the government breakwater and not go beyond Grosse Point to pick up tows, having been broken by some of the parties thereto.

There are no grain charters to report. Your correspondent called, as usual, on all the vessel agents, but was informed no charters had been made by them. The only grain being moved is carried by the Line steamers at 1 cent and less per bushel.

There is not much demand for lumber, and the freight offered for cargoes is so low that many steamers and schooners are laying idle, and there is considerable talk of laying some of them up.

A sad disaster occurred on board the whaleback steamer Christopher Columbus on her return journey from Milwaukee, on her first trip this season, Saturday evening. When off Waukegan, the main valve of her steam pipe burst and badly scalded a number of her crew, who were at work in the boiler room—two of whom, Robert W. McConkey, fireman, and Edward J. Stite, coal passer, have since died. An inquest was held on the bodies of the unfortunate men on Monday, and the jury returned a verdict of accidental death and exonerated the steamship company from all blame.

BUFFALO, N. Y.

Special Correspondence to The Marine Record.

The steamer State of Ohio brought 278 grocers from Columbus on a trip to the Falls.

The Canadian tug Augusta was tied up here last week under a libel secured by George L. Hubbell for damage done to the yacht Margaret, October 14, 1893. The damage amounted to about $100. The case was settled a day or two later, and she was released.

The tug Fabian is in commission again after a thorough overhauling. She has been fitted with a hydraulic steerer.

The Canadian government has decided to release the tug Warren, recently seized at Fort Erie, on payment of $200 costs, exclusive of the fines of members of the crew.

The steamer Periwinkle has been sold by Captain P. O'Day, who bought her a few weeks ago, to Captain George P. Feleber, of Saginaw, who will run her in the excursion business in Saginaw Bay. The Periwinkle was formerly the old revenue cutter Commodore Perry, and since retiring from official life has led a variegated existence. The terms of the sale are private, but some Michigan land entered into the exchange. Clark & Co. effected the sale. She will remain here a few weeks for a first-class fit-out.

The barge Kellogg was libeled at Tonawanda Friday by Frank Matthews, one of the men engaged in unloading telegraph poles off her.

Ex-Harbor Master James Doyle has been quite sick. He fell ill on his tug, the W. I. Babcock, Friday evening, and had to be taken home.

The steam barge H. E. Runnells which was badly burned off Ashtabula, arrived here last Saturday, and was placed in Mills' dry dock after transferring the remainder of her coal cargo to the A. L. Hopkins. Captain John Rice and Edward Gaskin were selected as surveyors.

Local tugmen now complain that the new sounding board on the fog whistle has been so arranged as to shut out the red light from the harbor side.

Fifty homing pigeons belonging to Mr. Reinhard of this city are being taken to Cleveland and liberated on the Cleveland & Buffalo Transit Company boats. The C. & B. Line originated the idea here of taking these pigeons up the lake about two years ago, and the company are preparing to get some good service out of the birds in stormy weather on the lakes.

The excursion steamer Silver King broke all the buckets off her wheel by striking some obstruction in Niagara River Thursday. A tug towed her to shore.

Harbor-master Soper will probably have no more 10-cent cigars given him this season. He smoked a cigarette the other day, after the tug men had poked several teeth from a celluloid comb in the tobacco. Celluloid is largely camphor, but it is claimed that Captain Soper neither saw nor smelled the fire works under his nose.

DETROIT, MICH.

Special Correspondence to The Marine Record.

James Graham has fitted up his fuel dock at the foot of Twenty-first street with modern chutes.

The old tow barge J. E. Potts burned to the water's edge, below the exposition grounds, Friday afternoon. The alarm was given by William Marshall, but the fire tug did not respond. The Potts was built about forty years ago as the bark Bridgewater, and she was a good one in her day. In 1882 she was remodeled into a steamer by Supt. John Parker, of the Detroit Dry Dock Co., sailed in the lumber trade for several years and was finally dismantled and towed to her last resting place.

The schooner Peshtigo is undergoing a rebuild at Wyandotte. When she comes out again she will be a propeller. The George W. Johnson is being converted from a propeller to a tow barge.

The Wyandotte Boat Co. has begun work on the government contract to construct six surf boats 27 by 7 feet.

The Detroit Dry Dock Co. have furnished the steamer J. J. Hill with a new wheel, besides minor repairs.

The Frontier Iron Works has shipped the last of the machinery for the Shenango car-ferry boats building at Toledo.

The steam barge Rhoda Emily has been getting some repairs at the upper dry dock.

The yacht Sorveo was pulled out at Oades' for minor bottom repairs last week.

The outlook for passenger travel is splendid. The steamer City of Mackinaw is now in the D. & C. Lake Huron division, and the company will give a service of four trips per week between Toledo, Detroit and Mackinaw, beginning with tonight. The steamers will leave Detroit Mondays and Saturdays at 11 p. m., and Wednesdays and Fridays at 9:30 a. m. standard time.

PORT HURON, MICH.

Special Correspondence to The Marine Record.

The schooner Eagle Wing, Capt. H. Buckley, has been given a Canadian register and her name will soon be changed.

The steamer Dominion received boiler repairs at Sarnia last week.

The Canadian Pacific steamer Manitoba has gone on the route between the Sault and Fort William, after lying idle since 1893.

The Jenks Shipbuilding Co. have placed the steamers Normandie and Nicaragua on their copper contract from Lake Linden to Black Rock, in the stead of the Linden and Runnells, both of which need repairs as the result of spring misfortunes.

McMoran & Co., are about to begin work on the rebuild of the steam barge City of Concord, which they recently purchased from R. Botsford, of Alpena.

The Beatty Line of steamers are having a very successful season. Both steamers are securing good paying cargoes to and from both ends of the route. The tonnage of the Monarch from Duluth averages 1,500 tons per trip, and the Empire averages nearly as great a tonnage. On the last trips from Duluth were 1,516 tons on the Monarch, and 1,304 tons on the Empire.

Since the dredging contractors resumed work at the foot of Lake Huron on May 2, they have removed nearly 62,000 cubic yards of clay.

DULUTH AND SUPERIOR.

Special Correspondence to The Marine Record.

Ashland's shipments last week were 122,032 tons of ore, 16,850,000 feet of pine, and 243,000 feet of square timber.

Coal is coming in a little faster on both sides of the bay than it was, but that is not saying much, for most of the companies on the Duluth side are receiving none. The Northwestern is receiving a fair amount of hard coal at its Allouez Bay dock for a starter, half a dozen cargoes having come in during the past week. It will be after July 1st before this movement is brisk enough to make coal men think that they are doing something.

The Duluth, Mesaba and Northern has been receiving a number of new ore cars manufactured by the Pullman Car Co. This road is bringing large quantities of ore forward from the mines to the docks.

Alex. Strand's new steamer Adventurer, built and launched at Two Harbors, some time ago, has been admeasured and enrolled. She is 57 feet long between perpendiculars, by 11 feet beam and 6 feet depth. Her gross tonnage is 16.52.

The steamer Lucille, which Capt. Hanson placed in the trade between Ashland and Washburn this spring, has returned to Duluth. The business on the new route did not justify her in remaining there.

Capt. Alex. McDougall sees some interesting things in connection with the Standard Oil Co., adopting the system of transporting oil by water on the Great Lakes. He said: "The Standard Oil Co. sends all of its oil for the Orient from Indiana to New York by rail and then in ships around Cape Horn the distance from New York to Yokohama by this route is 18,000 miles, but from Indiana to Yokohama via Superior it is only about 7,300 miles, with the advantage of the lake route to Superior as against rail to New York from the oil fields. The rail haul via Superior to the Pacific coast is longer than to the Atlantic coast from the oil regions, but a saving of nearly 11,000 miles in distance from the oil fields to the Orient is an important inducement in favor of Superior. I should not be surprised if Superior were to be made the depot for canning and packing much of the oil for this trade."

From the opening of the lake season to June 1, the shipments of ore from all lake ports aggregated 1,447,329 gross tons. A year ago, with an earlier opening, the shipments were 1,208,469 tons. The shipments of flour last week were 176,000 barrels, and of wheat 165,000 bushels.

Lumber freights seem a little stronger with the first revival of trade after the spring cleaning out of seasoned stuff. Charters are being made to Buffalo at 13 shillings and to Chicago at 14 shillings. In a very few days new sawn lumber will have become sufficiently seasoned to send away, and more activity is looked for.

CLEVELAND, O.

Special Correspondence to The Marine Record.

The $1,000 reward offered by the underwriters to find the location of the sunken steamer Cayuga ought to be sufficient to keep many small expeditions sounding around during the summer season. Fishermen as well as yachting parties would do well to keep a sharp lookout when in the vicinity of where the steamer is supposed to have foundered. The underwriters it is understood have given up the search.

Charles Brownlee of Port Huron watchman on the L. R. Doty fell overboard while the vessel was in port on Monday and was drowned. The body was recovered. This with the accident to the second engineer of the Oscar T. Flint, W. J. Stirling of Detroit makes two fatal cases taking place in the harbor this week.

The light from a gas well on Sturgeon Point was mistaken for Ashtabula Harbor light on Monday morning by the steamer Iroquois, Capt. Thos. Jones, and she stranded there. After jettisoning about 60 tons of cargo she got off with the assistance of tugs and arrived safely in port.

The 300-foot steel schooner now nearly ready for launching from the yards of the Globe Iron Works Co., and built to the order of the American Transportation Co., Fairport, O., will be equipped with a patent steam towing machine as manufactured by the American Ship Windlass Co., Providence, R. I.

The Globe Iron Works Co. has been awarded the contract to build a steel revenue cutter for service on the lakes at a cost of $147,800. She will be given very large boiler power, triple expansion engines and the most modern equipment throughout. The contract calls for a speed of 16½ knots an hour and delivery to be made to the government May 1, 1896. With the fleet of canal boats now under construction the large steel schooner nearly ready for launching and the recently placed contract for one of the largest steel freight steamers, the Globe yards will soon resume its old-time busy hum and furnish work for hundreds of bread-winners.

Work at the yards of the Cleveland Shipbuilding Co. on the large steel steamer building for R. R. Rhodes et al of this port is advancing rapidly and all means are being used to complete the big carrier so that she will be able to enter into and gain a fair slice of this season's carrying trade. Other departments of this extensive industry are also kept fairly busy on marine and stationary work.

Chains for a parbuckle purchase were got around the steamer St. Magnus on Thursday. She has been lying on her beam ends at the mouth of the river for a couple of weeks and was quite an obstruction to navigation, but she will likely be dry-docked for survey in a day or two.

The excursion season is now in full swing out of this port and citizens may enjoy a sail on Lake Erie covering almost any length of time from an hour to a whole day at a nominal cost. The Put-in-Bay route of the D. & C. Line has now become so well and favorably known that thousands of passengers are carried every week, many citizens making regular periodic trips throughout the entire season.

The Lorain-Cleveland Steamship Co., has entered suit against Bennett, Haskell & Judson A. Baldwin for $1,975 damages, alleging that in May the latter, through misrepresentation, induced the plaintiff to charter the steamer Yattaw for $2,500 per year. The steamer was said to be adapted to passenger and light freight traffic, whereas she proved defective, broke down, and was adjudged unworthy to receive a license.

MILWAUKEE, WIS.

Special Correspondence to The Marine Record.

Sailors' wages on Lake Michigan continue to be $1.50, the rate agreed upon at the opening.

Peeled fence posts are being shipped in large quantities in Green Bay. The price paid by the shippers for the posts is said to be only 4 cents each.

The propeller Pueblo, which recently went on the rocks at Whitefish Bay, came out of drydock at the west yards Monday night. The boat is now in better condition than she has been in years.

The schooner Oneida docked at the west yards Tuesday.

The C. Hickox has been having her butts calked and getting minor repairs at the Milwaukee drydock.

LORAIN, O.

Special Correspondence to The Marine Record.

The Lorain-Cleveland Steamship Co. have brought suit against Bennett Haskell and Judson A. Baldwin, owners of the Yattaw, on the grounds that the Yattaw was not the boat she was represented to be and claim to be damaged about $2,000. The plaintiffs had chartered the steamer for the season at $2,500.

Supt. Johnson, of the Brown Hoisting and Conveying Co. of Cleveland, has begun the work of erecting the new machinery at the C. L. & W. dock. It is expected to have three of the legs ready for work July 15. The dock has a river frontage of 330 feet, and the ways in shore will be 800 feet long. The machinery when complete will serve six hatches. The storage capacity of the dock is 500,000 tons.

The 75-foot channel has been completed to the harbor entrance. The work has cost $60,000 and $40,000 more will be spent deepening the river to 17 feet.

SANDUSKY, O.

Special Correspondence to The Marine Record.

Business is picking up along the docks rapidly since coal began coming forward. The coal shipping season opened about eight days ahead of last year.

Carkin, Stickney & Cram's big dredge No. 16 has been attached on a suit for $29,300 and interest brought by A. F. Bartlett & Co., machinery manufacturers at Saginaw, Mich. The claim is on indebtedness of the dredging firm for machinery supplied to its apparatus. Goulder, Wing & Holding, of Cleveland, and T. E. Tarsney, of Detroit, represent the plaintiffs. The company has dredges working at Lorain and Ashtabula, and writs of attachment have been issued to the sheriffs of the two counties, and all three dredges will also be tied up to secure payment of the claim.

The new steamer Chili came in Tuesday and has been loading 3,000 tons of coal at the short line dock for her fourth trip up the lakes.

The employes of the Short Line docks began on Monday at 7 a. m. to load the steamer Shenandoah, and by six o'clock that evening she was ready to get away for Manitowoc with 2,300 tons of coal, all loaded in ten hours. In five hours 55 cars of coal were dumped into her hold. The coal was all handled with derricks.

Capt. Fred Magle has recovered from his late illness sufficiently to again take command of the American Eagle.

The steamer Protection will go to Lorain to assist in raising the Transfer.

The remains of Fred G. Bremer, marine engineer were found floating in the bay Tuesday morning, near Gilcher & Schucks lumber dock, from which he is supposed to have fallen. He leaves a wife and three children. He had been working on the tug Erie until Saturday, since when he had been out of employment.

The City of Nicollet will be repaired at a Detroit drydock.

The steamer A. W. Burch has returned from Toledo, where she was in dry-dock. She received a thorough overhauling and has been painted white with blue trimmings.

The rush of coal to this city has commenced and the force along the docks will be busy in a few days. Several trains have arrived over the Columbus, Sandusky & Hocking road during the past few days and more is expected. The Baltimore & Ohio will also receive coal from southern Ohio in a few days and it is expected that a large amount will be handled on these docks during the coming season.

ASHTABULA HARBOR, O.

Special Correspondence to The Marine Record.

The tug crews of the port have been granted an increase in pay, extra men now fuel the tugs, this work having formerly been done by the crews.

The tug C. L. Boynton left last Thursday night with the burned steamer Runnells, Buffalo.

Sam and Joe Rice have gone for a cruise up Lake Erie in the 18-foot yawl Nancy Lee. They expect to be absent several weeks.

Carkin Stickney & Crams' tug Dragon came down from Detroit Saturday night to act as tender to the dredging outfit crew at work in the outer harbor.

There is over three miles of English cable in use on the new King portable conveyors, which have just been erected here. It has been decided to construct twelve bridges or machines to make provision for the largest boats now building. It is expected to have the work done by July 15, and the force will be at work day and night to complete it on time. A distinctive feature of the new conveyors over the old style of the King manufacture is that they work either from boat to dock, or vice versa.

The car dumping machine is in great favor with vessel owners and is kept constantly busy.

Eleven boats, valued at $521,000 have been lost beyond recovery on the lakes by reason of accidents since the opening of navigation this year.

The new P. Y. & A. coal chutes are now in working order, and the steamer Thomas Davidson was placed under them Tuesday to take on a cargo of coal. She is the first boat to take on a full load.

BENTON HARBOR, MICH.

Special Correspondence to The Marine Record.

E. W. Heath, shipbuilder, is completing the new excursion steamer Icelander he built for Geo. T. Arnold of Mackinaw Island. Her dimensions are 122 feet over all, 23 feet beams, 10 feet molded depth. Her engine is triple expansion, 11 and 18 and 29 by 18 stroke and Scotch type boiler 10 by 11 feet, both built by S. F. Hodge & Co., Detroit. The steamer has a small day cabin aft of the engine on the main deck finished in natural yellow pine and her cabin on the promenade deck is finished in quarter sawed oak. She is a well built steamer of handsome model and cost about $20,000.

Mr. Heath is about to build a very handsome steam yacht for M. J. Steffens, photographer, Chicago. She is to be 80 feet over all, 14 feet beam, 8 feet molded depth, and she will be supplied with a triple expansion engine 6, 9 and 14 by 8 inches stroke, and a Warrington water tube boiler. She is to have a mahogany cabin, and will be fitted and furnished with all the latest improvements including electric cooking apparatus and lights and a powerful search light.

COLLINGWOOD, ONT.

Special Correspondence to The Marine Record.

The tugs Emma and Merrill are towing logs from Moon River to Waubon's Channel.

A. M. Dodge's yacht Skylark has received her annual inspection and overhauling in dry dock. Capt. O'Donnell is in command.

The hull of the steamer Manitou has been brought over from Owen Sound, and is for sale.

The tug James Storey, Capt. H. Cleland, has received a new shoe.

The old Corisande, at one time owned by the Parry Sound Lumber Co., and towed behind the Lothair, has been overhauled and again fitted up as a schooner, being engaged in the lumber trade.

The tug Bob Foote, Capt. H. Saunders, has been getting a thorough recalking.

The steamer Perley, burned at Arnprior recently, was valued at $15,000 and fully insured.

A lighthouse will be built on Western Island this season.

The little steamer Odessa, built here by McKinnon Bros., is in the excursion trade at Midland.

Capt. Burnett, who formerly commanded the tug Minnehaha, is now in charge of W. F. Thompson's yacht Carleton.

Depot Bay, the terminus of the Parry Sound R. R., is on Parry Island, and three miles from Parry Sound. A station is to be built at Parry Harbor, but the elevator and yards will be at Depot Bay. It is stated that the reason for not making the terminus at the town of Parry Sound is, that not enough level ground could be secured for the yards and shunting, etc., but that, as through traffic can only be carried on during the season of navigation, Parry Harbor will be the terminus for passengers during the winter, and that therefore Parry Sound has not reason to grumble so much about the railroad ending at Depot Bay.

FLOTSAM, JETSAM AND LAGAN.

The dredge is excavating for the new east pier at Conneaut.

The new boat built by Abram Smith & Son, of Algonac, Mich, was successfully launched on Wednesday.

The tug Ralph, has been having her hull calked, her stern bearing lined up, repainting, and general overhauling at Alpena.

The new boat building by Alex. Anderson at Marine City for Farwell and others, of Detroit, is known as the George Welcome.

The Alpena Industrial Works have completed a fine engine for the steam yacht just finished by J. D. Mc Donald at Long Lake.

Capt. William Rooney, in charge of the dredges and scows in Maumee Bay, was struck by a lever and perhaps fatally hurt, last Thursday.

The new Whitney boat to be built by F. W. Wheeler & Co., at W. Bay City, is to be 376 feet over all, and not 358, as noted last week. The latter is the keel measurement.

The Gould and Reynolds have been taken off the Buffalo route and sent to Lake Superior to load ore. The Gault and Sage are now taking care of the Buffalo business.

The contract for dredging a channel in Peshtigo Harbor for the Michigan Car-ferry Transportation Co., has been awarded to the Brown Dredging Co., of Green Bay City.

C. J. Olson, of Marinette, has secured the contract to build the new life-saving stations at Plum Island and Bailey's Harbor. The two form a $10,000 job, and must be finished by October 1.

The Port Dover, Ont., car ferry dock for the Shenango car ferries will be all ready for business in about three weeks. The boats, or at least one of them, will be ready about that time.

Supt. G. A. Marr, of the Portage Lake Ship Canal, officially states that all vessels that can pass the Sault locks can pass both lower and upper Portage canals at Portage Entry. Several sharp points have been cut off, rendering the channel much easier to pass through.

The bursting of the steam pipe on board the Christopher Columbus, whereby several men lost their lives, has been pronounced by the coroner, as well as the officers of the steamboat inspection service as an unavoidable accident, and the master and owners of the boat have been exonerated from all blame.

All doubt of the loss of the steam yacht Gitana and her crew of three men has been removed by the finding of her small boat and oars at Tibbitt's Point Light-House, where the keeper had stored them in a barn. He said his boy picked them up, on his way from school, the same day the Gitana is supposed to have foundered.

Herreshoffs, Bristol, R. I., will launch the Defender on Saturday. Valkyrie III, the new English yacht, although she handles and sails well, will have all her work cut out to best the Defender in the race for the America's cup, but if she is successful and the cup crosses the Atlantic, it is generally believed that it will remain on that side for many years before being again recovered.

In a recent issue of THE RECORD an article about the new system of indicating different depths of water by the use of differing shades of color on the charts, was perhaps liable to misconstruction. In actual practice on the lake charts issued by the hydrographic office the water which shows the greatest discoloration is usually the shallowest; so on these charts the deepest shades of blue indicate the least depth, while the lighter shades are used to indicate greater and safer depths.

The American Transportation Co., of Fairport, will place a steam towing machine on the new steel schooner building to their order in Cleveland. Barge No. 58, building to the order of the Standard Oil Co., will also be given a steam towing machine. The Philadelphia & Reading R. R. Co., having given the machine a thorough trial, are so well pleased with it that they write the manufacturers, the American Ship Windlass Co., Providence, R. I., that they will require two more of the machines between now and fall. From the foregoing it is very evident that practical men approve of this patent steam towing machine, and it is certain to be widely adopted on the lakes where so much towing is being done.

By July 15, the car ferries of the W. & M. R. R. will have gone into commission. The line this year will consist of two large car ferries which will be towed by a tug. They will run between Peshtigo Harbor and Chicago, making four trips a week. Next season the line will be increased to four boats, and daily trips will be made. It is claimed that a great saving in time can be made by shipping freight over the route, as the boats land on the south side of Chicago, and the time usually consumed is getting freight cars through the city from the north side, which it is said requires from two to seven days, will be saved. The run can easily be made in 30 hours.

THE Hydrographic Office, Navy Department has just issued the July Pilot Chart of the N. Pacific Ocean. All possible information from the equator up to 70° N. latitude is given on the chart and it is otherwise fully up to the excellent standard maintained by the hydrographic branch of the Navy Department and compares favorably with the world renowned monthly Pilot Chart of the N. Atlantic. It can also be said that the lake charts, pilot, general and local issued by the hydrograhpic office are finer and better delineations in every way than has ever been published before.

LOCKS AT ST. MARY'S FALLS CANAL.
(ILLUSTRATED.)

There has just been issued from the press of John Wiley & Sons, New York, a handsome illustrated volume containing a summary of the methods of construction and character of materials and plant, of the United States public works, compiled by Capt. W. M. Black, Corps of Engineers, U. S. A., as a book of reference for engineers and contractors, as well as others interested in government works.

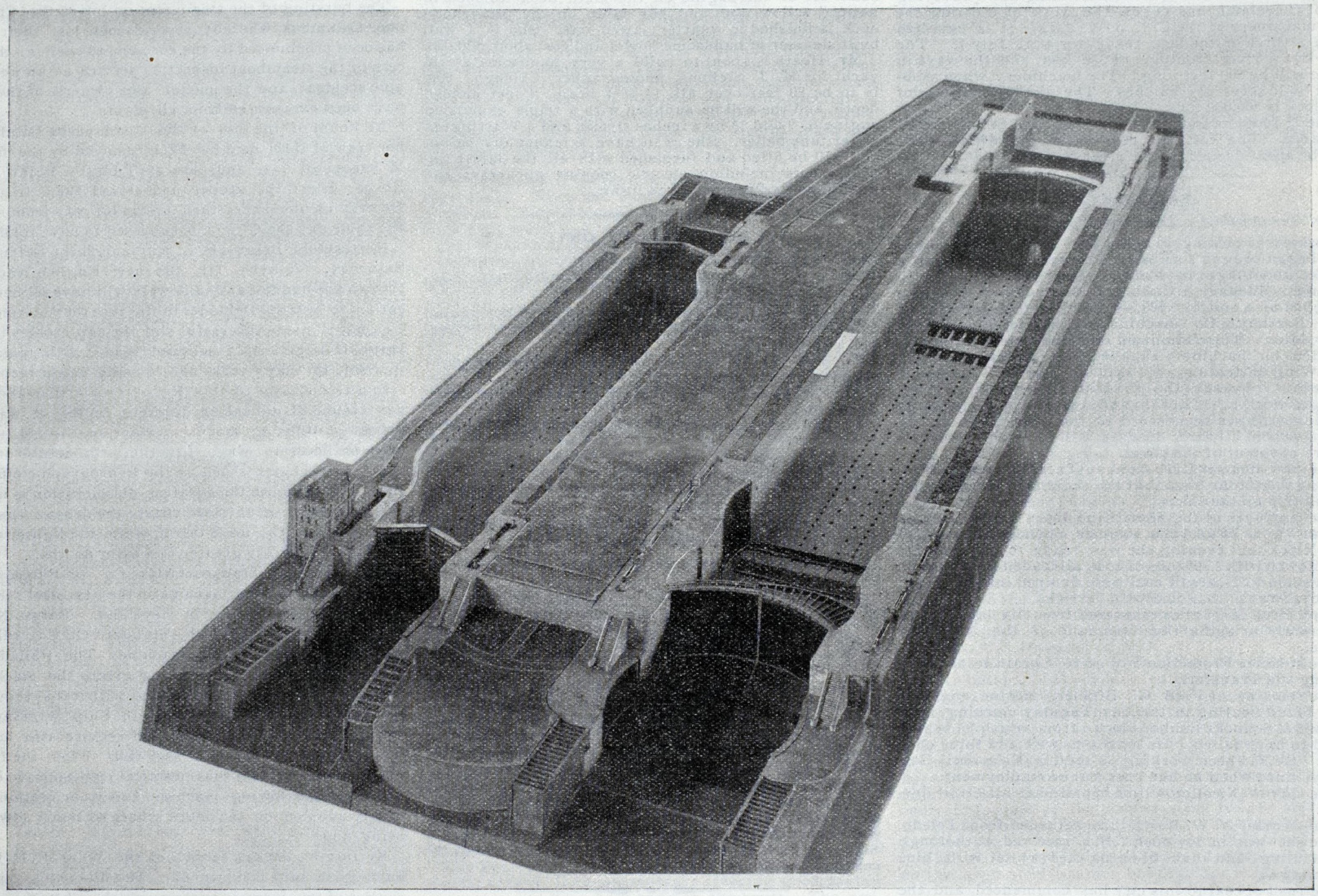
Among the many illustrations with which the work abounds, the accompanying plate, showing the old and new locks at St. Mary's Falls canal, will have particular interest to those engaged in lake commerce. The "United States Public Works Guide and Register" enters into the details of construction and material, from which we take the following general particulars:

The lock now in use is 717 feet long, 515 feet between gates, 80 feet wide in the chamber, and 60 feet at the gates. The lift is 18 feet, and the mean depth on the upper mitre sill is 16 feet. This lock was completed in 1881, and is operated entirely by hydraulic engines, actuated by two turbine wheels.

The new lock now under construction will be 1,124 feet in length, or 800 feet between the quoins of the main gates, and 100 feet in width. The depth on the mitre sill is to be 21 feet at ordinary low stages and the lift 18 feet. The entire site was excavated to solid rock, and the foundations for the walls and the floors were built up to the required height with concrete. The gates are to be of arch form and will be built mainly of low steel. The lock will be filled from a pit in the floor of the upper gate chamber, and the water enters the chamber from the culverts through 214 openings in the floor. The emptying valves are similarly placed against the downstream face of the lower pit. To empty the lock the water passes from the pit through culverts to a similar pit just above the lower guard gates, which is open to the lower level. A guard crib of timber 64 feet long, 20 feet wide, and 28 feet high, filled with stone, will be placed at each end of each wall. The walls are to be 43½ feet high above the level of the chamber. The cofer-dam is 1,500 feet long and 300 feet wide. It is now reported that the new canal will not be completed and ready for operation before early in 1897, although the enlarged lock proper will be finished late this fall or early next spring, but the approaches will take a much longer time to prepare.

The government officers in charge of the present lock admit that it is going to be pretty badly crowded before the new canal is finished, unless the Canadian lock can be used by a portion of the tonnage so as to relieve the strain. At one time the canal force figured on a maximum lockage of one boat for every fifteen minutes, or ninety-six in twenty-four hours, but even this figure is being constantly exceeded. Last week 109 boats were locked through, and a few days ago 119 boats were put through in one day. For the month of May the registered tonnage that passed through was 2,350,000, or more than during the whole of last May and a large part of April besides, so that with anything like the present increase of traffic there is likely to be a great demand for increased facilities long before the new canal will be completed.

PLATE XXXII.



MODEL OF THE 1881 LOCK AND OF THE NEW 800-FOOT LOCK, ST. MARY'S FALLS CANAL.
Portion of floor of new lock removed to show filling and emptying culverts.

LIGHT-HOUSE APPOINTMENTS.

The lighthouse board has appointed Eugene H. Watson keeper of the light station at Grosse Ile, north channel range, and Charles O. Butler assistant keeper at Beaver island, Mich.

The secretary of the treasurer has confirmed the following appointments in the lighthouse service: Homer E. Page, keeper of light station at Windmill Point; George R. Holden, keeper at Detour; S. P. Roger, keeper at St. Clair salt range; O to Redman second assistant keeper at Port Austin Reef; Sidney A. Knox, assistant at St. Mary's Falls canal range; John W. Wuffy, assistant keeper at St. Clair Flats range; A. W. Burke, third assistant keeper at Spectacle Reef; Edgar B. Adams, assistant keeper at Thunder Bay Island; Walker Anning, assistant at Charity Island, and Herbert N. Burrows, keeper at Port Austin Reef.

THE CANADIAN "SOO" CANAL.

Evidently contracts on public works for which appropriations are made by the general government are not carried out as well in the Dominion of Canada as they are in the United States.

The new Canadian "Soo" canal matter has it apapears developed into a scandal of hugh dimensions, showing a waste of probably a million dollars of public money, the sworn evidence a few days ago in Ottawa being to the effect that the canal is utterly useless for the purpose for which it is built. It has cost close upon four million dollars and cannot be utilized as an independent waterway without the expenditure of another million and a half, according to the testimony of Mr. W. G. Thompson, the superintendent engineer attached to the Department of Railways and Canals. Mr. Thompson said that in order to derive the full benefits from the $4,000,000 expended, it would be necessary to deepen the canal channel between Lakes Superior and Huron and the harbors of Port Arthur and Owen Sound, which would cost $1,600,000.

Furthermore, Mr. Thompson said that 3,800 feet of the crib work along the canal was so weakly built that it started to bulge into the channel. The resident engineer and the government inspectors were at fault, he said, in not seeing that the crib was built according to contract. The cribs were braced up with wooden studs and filled in with cement. They were thus saved, but Mr. Thompson regards the construction as faulty. Only 700 feet of wall was properly constructed. Mr. Thompson says he advised the government not to make the canal more than 16 feet deep, but that Sir Wm. Van Horne's recommendation prevailed.

CHICAGO'S HARBOR NEEDS.

Lieut. George P. Blow, U. S. N., in charge of the hydrographic office at Chicago, has given the subject of the improvement of the harbor of Chicago much careful study. Speaking of the future of the Chicago harbor in a recent interview with a *Tribune* man, the lieutenant pointed out the government breakwater, 4,000 feet northeast of the light at the mouth of the Chicago River and extending northwest and southeast. Lower down, 3,400 feet east of the line of the Illinois Central railroad, is the inner breakwater, extending north and south. Outside of this breakwater the soundings show 20 to 30 feet of water, and inside 15 feet or less. A note upon the chart shows that this channel was dredged to 16 feet, but has gradually filled up until but 14 and 15 feet are to be relied upon.

"Now," says Lieut. Blow," you have this situation: You need a deep water harbor, and at the same time are proposing to fill up a third of this so-called outer harbor, which is not an outer harbor at all, for a new lake-front park, using the material from the drainage canal for the purpose, and building along the present dock line a retaining wall from the rock of that canal. Now, why adopt a half-way measure, which will partly accomplish the purposes in view, and give the city no better harbor than before?"

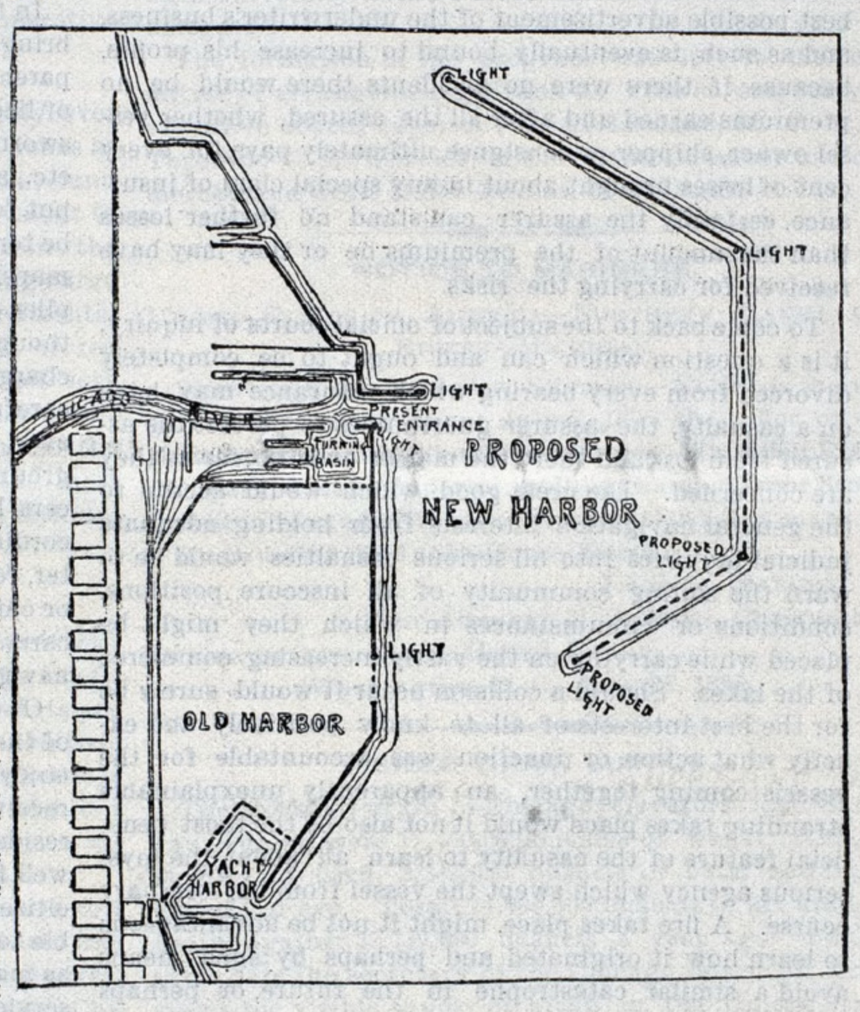
"But where can you make a harbor?" was asked.

"Right here in front of the city;" and the lieutenant placed his dividers on the deep water east of the bulkhead. "Fill up the space called harbor to the bulkhead, except such portions as are retained for mere ornamental water, and construct, out of the same material it was designed to use for the remaining wall, another bulkhead continuing in a southerly direction from the outer breakwater. You will then have a harbor 20 to 30 feet deep and thoroughly protected."

"But will the government consent to this?"

"Of course I can not say as to that. I do not know what the engineers would advise. I only suggest that it is not improbable that the government, bearing in mind the exchange of a 14-foot harbor for a 20 to 30-foot harbor of twice its capacity, and the saving of the expense of dredging, would be likely to look favorably upon such a plan. The deep water docks should be the mouth of the river. At the mouth of the river is a basin which has been gradually filled up by the same currents, which, if left to do their work, would fill up this so-called outer harbor. Some of the property I believe is in dispute, so I will not discuss that phase of the question. It would be well if it could be controlled entirely by the city, which could then construct there, in a stretch of half a mile, all the deep water dockage that the city would require for half a century, and derive a revenue therefrom to pay for maintenance."

Lieut. Blow was careful to say that this was an entirely unofficial expression of opinion, and that the army engineers in charge of such waters were fully competent to plan such work and make recommendations.



ICE SAWS FOR OPENING NAVIGATION.

Consul Morris, of Ghent, writes under date of April 22, 1895: "The invention of an ice-sawing apparatus, by which fresh-water bodies may in winter be kept open for navigation, is of considerable importance. During the past season, such a machine has been satisfactorily tested on the river Scheldt, near Antwerp. Mr. Camere, the inventor, had already foretold its practicability at the congress of navigation held at the Hague last summer. The recent Siberian winter which has visited this portion of the world, gave him ample opportunity for a trial of his machine. It consists of a strongly built boat, with rounded sides, carrying a small portable steam engine. At the bow, a movable framework, which may be raised or lowered at will, carries the axes of two circular saws; these latter are operated by power from the portable engine. The boat itself is moved by means of a rope run over a windlass, the loose end of the rope being attached to an anchor fixed in the ice at a distance in front of the boat and in the direction to be taken. The windlass upon the boat is operated by hand power, and the speed attained depends upon the rapidity with which it is worked. The framework containing the saws is placed at a suitable height, according to the thickness of the ice, and the saws are set in motion. Being separated from each other at a distance of about five yards, they cut out a kind of band of ice, which the boat breaks into fragments by its forward movement. By reason of its form, it forces these fragments to scatter before it—that is to say, to disappear on the right and on the left under the ice remaining in place. The channel thus traced remains free. Through ice two inches thick this machine forced a passage of 20 feet in length per minute, approximating two miles in a day of nine hours. In eight-inch ice the advance was only about one-third of a mile per day. The trials this winter were considered satisfactory, but, as is evident, the machine is susceptible of improvement, such as propulsion by steam power and the addition of other apparatus forward for the crushing and removal of the ice in its path."

IRON AND COAL PRODUCTION.

The annual government report on the mineral resources of the United States for the calendar year 1894 has just been completed and is based on reports of many experts and special agents. The total product shows a great decline from the output of 1893 due, the report says, mainly to the financial conditions, but also to special features which affected the net result. The most notable of these was the strike of the bituminous coal miners, accounting largely for the greatly decreased production and increase in price for part of the year. The strike naturally increased the use of anthracite, which partly made up for the decreased demand for this substance, due to depression of manufactures.

The reports state that the declining tendency in ore and steel for 1893 continued for 1894. Pig iron production decreased from 7,124,502 long tons to 6,657,388, and the valuation decreased nearly $20,000,000. Iron ores increased 292,050 long tons in production and $4,687,938 in value. The official result of the investigation of the pig iron production of the country for the year shows that 6,657,388 long tons were produced, having a valuation of $65,007,247. Relative to coal the following figures are given as the production; Bituminous coal, 118,820,405 short tons, valued at $107,653,501; Pennsylvania anthracite, 46,358,144 long tons, valued at $78,488,063.

THE TREND OF PUBLIC OPINION.

THE STEAMBOAT INSPECTION SERVICE.

I read with great interest the article in the marine column of the Detroit *Free Press* on the uselessness of official investigatigation into the cause of collisions under the present system of investigating. I would suggest that Congress pass a law creating an examining board of investigators to be composed of men of high qualifications, who shall have the power to compel the attendance at a certain point, preferably as close to the scene of the collision or explosion as possible, to give their testimony in person to the board. In no other way can the matter receive the thorough ventilation necessary for an intelligent and just decision as to where the blame lies. I do not think the local inspectors are fully competent to look into such matters, aside from their limited powers to secure witnesses. There are some intelligent, well educated men among them, but as a class they are lacking for the higher class of work.

A DETROIT VESSEL OWNER.

A vesselman who thoroughly knows the ins and outs of the steamboat inspection service expressed the opinion this week at Detroit, that it is sadly in need of reform. When a collision occurs by which one or two vessels are sunk, the law requires that each master shall formally report the circumstances of the case to the inspectors of the local district in which it occurred, they being given reasonable time to do this, but not tied down to any number of days. The wording of the law gives them a chance to see their owners or lawyers before making the report, so that nothing damaging to their cause be admitted that can be used against them when the case comes to trial. The vesselman in question does not complain against this section of the law, for he says it would be a manifest injustice to the master to be compelled to testify within a certain number of days, where the boat is always liable to delay, if still afloat, through stress of weather, or the master prevented from getting to his destination through lack of money or other facilities.

His great complaint is against the lack of power of the law to reach the captains and crews of the interested boats when it is necessary that they be gotten together for the purpose of investigation. The Cayuga-Hurd collision occurred in the Grand Haven district. The law is so worded that the local inspectors of the Grand Haven district cannot subpœna the crews of the two boats outside of that district. Neither does it allow them to take cognizance of the disaster on newspaper reports. They must wait until the formal report is made by the masters or those in command, which is a long time, comparatively, after the accident, and by which time the crews of both boats were scattered to the four winds of heaven in the necessity to work for their bread. The investigation must necessarily be a farce. The inspectors will make out a list of questions based upon the information they have received of the accident, and this information is largely composed of surmises. These questions will be written out and sent to the local districts entered by these crews, and subpœnas will there be served upon them to appear to answer. As they are scattered, it will prove a long, tedious and costly process to reach them, and once they are reached they will be required to answer only those written questions and none others, for the outside inspectors rarely take enough interest in the cases, which they regard as the work of others, to ask other questions that might elicit answers of value. And so the questions are answered and sent back, and the local inspectors concerned make their decisions, and nine times out of ten, where the circumstances are as described, these decisions are not worth the paper they are written upon. What is wanted to make the investigation thorough every time is authority to subpœna a man in any part of the United States, and compel his attendance when wanted, no matter what his work or duty may be at the time. In that way, and no other, can the steamboat inspection service be made effective, made a power that will sift to the bottom all infractions of law that result in loss of life and property, and correct the many abuses that now exist.

VESSEL TRANSFERS.

The steamer Macatawa has been sold by Ed. E. Napier of Grand Haven to E. N. Hatch of St. Joseph.

The schooner Jennie Mullen was transferred by Helen Saunders of Chicago to F. D. Smith of Charlevoix for $1,045.

G. C. Gerkin of Charlevoix has recorded the purchase of the tug Maggie Sanborn from the Cleveland tug Company for $2,500.

Steamer Harvey Watson has been sold by R. C. Britton, of Saugatuck, to John C. Post, et al., of Holland, for $2,000.

Other Grand Haven transfers are schooner Rough and Ready to David A. Trumpour; schooner Cora to Sam Hull, schooner Norma to Wm. Williamson; half interest in tug Maggie Lutz to Albert Fairchild, and and schooner Guiding Star to S. S. Evans.

At Chicago the tug Waubun has been sold by the estate of Jacob Johnson to Knapp & Dixon of Racine and will go to Gladstone, Mich., to tow dredges and scows.

THE MARINE RECORD

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CLEVELAND, O., JUNE 27, 1895.

THE Light-House Board ask for bids for the construction of a first class composite light-vessel. Proposals will be accepted up to July 11 and closed at 2 p. m. on that date.

IN building 400 feet steamers, several of which are now under construction at lake shipyards, it is unnecessary to inflate their ability by stating that they will carry more cargo on a certain draft than they will be found able to do. It should be remembered that fourteen to fifteen feet draft is after all only ballast trim for vessels of this description, and the form of hull has not yet been conceived that will walk away with from three to five thousand tons, flying light, in ballast trim only.

A BRANCH hydrographic office ought to be established at Sault Ste Marie, Mich., and with a little judicious pressure there is little doubt but that funds could be found to open and maintain so useful a bureau of maritime information. If there is one place more than another where the best possible work could be done for a majority of lake tonnage it is at the "Soo" and an office with a good live assistant stationed at that point could keep eminently in touch with all Lake Superior commerce. The "Sooites" would do well to arm their Michigan legislatures with a good healthy petition to lay before the next Congress and then enlist every proper influence towards having an appropriation carried through for the purpose of establishing a branch hydrographic office at Sault Ste Marie. Marine reports relating to the winds, currents, general weather conditions and the physical geography of the Great Lakes have been remarkable for their total absence hitherto and there seems to be no department which could better enter into this special line of work than the Hydrographic Office, U. S. Navy.

OF course the more conservative vessel owners on the lakes can't be expected to go into ecstacies over a deep waterway to the coast, which might in a measure imperil their financial interests. The convention to be held in Cleveland during September next will advocate a canal of this sort, but it is safe to say that however successful the convention may be, the completion of such a waterway will not be accomplished for many years to come, and even then bottoms used in the lake trade will not, as a general rule, be pushed across the Atlantic. Foreign vessels are not permitted to carry cargo from one United States port to another, hence, the lake trade is secured to American vessel owners for all time. The principal feature which the American delegates to the international convention should guard against is in making any Canadian port a terminal or port of trans-shipment, to the detriment of a United States point. Even equal facilities should not be granted, or the barriers now limiting and regulating the coastwise trade will be thrown down and a free-for-all era of ruinous competition in cargo carrying would be likely to set in. On the other hand, if the majority of the delegates recognize that the American lake commerce has backbone enough to withstand all foreign attacks and still prosper, then the most liberal construction may be placed on the route which may be chosen for the deep waterway to the coast, and an international agreement for the same be ratified.

OFFICIAL COURTS OF INQUIRY.

Notwithstanding the many serious casualties to shipping so far this season on the lakes, there has been an absence of evidence showing how the strandings, fire and collisions took place. On the other hand, it is quite noticeable that any accidents to machinery, involving loss of life and or property are promptly inquired into and decisions rendered at the earliest possible moment, as for instance, the Christopher Columbus accident on Lake Michigan where loss of life took place owing to the bursting of a steam pipe on Saturday, evidence was gathered and a verdict rendered by the officers of the steamboat inspection service within forty-eight hours of the time the accident happened, but in the case of the Cayuga-Hurd collision which occurred several weeks ago also on Lake Michigan, the full particulars of the causes leading up to the sinking of the large steel steamer with her cargo and the constructive total loss of the Hurd has not yet been made public nor has even the location of the foundered steamer been discovered although an underwriter's expedition has been at work for weeks trying to find her. However, when a vessel is sunk in deep water, or in a position too exposed to carry out successful salvage or wrecking work, there is no good end served by finding her, at least not from a financial standpoint, and if in shoal or protected waters the hull is usually soon found. In any case, good, reliable, wholesome total losses, such as the Cayuga or Norman proved to be is the best possible advertisement of the underwriter's business, and as such, is eventually bound to increase his profits, because if there were no accidents there would be no premiums earned and after all the assured, whether vessel owner, shipper or consignee ultimately pays for every cent of losses brought about in any special class of insurance, certainly the assurer can stand no further losses than the amount of the premiums he or they may have received for carrying the risks.

To come back to the subject of official courts of inquiry, it is a question which can and ought to be completely divorced from every bearing which insurance may have on a casualty, the assurer guarrantees to protect the assured from loss and there the matter ends so far as they are concerned. The great good which would accrue to the general navigation interests from holding adequate judicial inquiries into all serious casualties would be to warn the sailing community of all insecure positions, conditions or circumstances in which they might be placed while carrying on the vastly increasing commerce of the lakes. Should a collision occur it would surely be for the best interests of all to know positively and exactly what action or inaction was accountable for the vessels coming together, an apparently unexplainable stranding takes place would it not also be the most beneficial feature of the casualty to learn all about the mysterious agency which swept the vessel from her ordinary course. A fire takes place, might it not be advantageous to learn how it originated and perhaps by such means avoid a similar catastrophe in the future, or perhaps many of them.

There is everthing to gain and positively nothing to lose in the adoption or establishment of an official board of inquiry whose duty it would be to go into all important casualties, and carefully as well as skillfully sift the evidence secured. The composition of such a board and the details regulating same is of course a matter for after consideration, certainly, judicial as well as technical qualifications should be the main features embodied in a court of this description.

THE MARINE RECORD has often dwelt on the important advantages to be derived from a full and fair investigation of the principal casualties occurring on the lakes during a season of navigation, and while in some rare cases it might result in the detention of an important witness for a few days, in the majority of cases a written statement would no doubt be considered all sufficient evidence to lay before the board. Furthermore, we note this week that a prominent Detroit vessel owner, who by the way, is one of the first to advocate the formation of such a court as is mentioned in the foregoing, suggests "the creation by Congress of an investigation board to inquire judicially into all collisions on the lakes," and we may go further and say that such a board will eventually be established, and this too, for the best interests of all concerned in the commerce and safe navigation of the Great Lakes. The only question is how best to hurry it along.

ALIEN PILOTS AND ENGINEERS.

It should now be clearly understood among pilots and engineers on the lakes and elsewhere, that any alien who has declared his intention to become a citizen of the United States, and who shall have been a permanent resident for at least six months immediately prior to the granting of such license, may be licensed as if fully naturalized, to serve as an engineer or pilot upon any steam vessel subject to inspection.

Up to within a few weeks ago, or according to the notification sent out by the steamboat inspection service at Washington, on May 25, only full fledged citizens were supposed to be eligible as candidates for examination to hold an officer's license in the steamboat service of this country. On May 9th, however, the Attorney-General of the United States ruled that the act known as the "Dingley bill," approved June 26, 1884, did not render nugatory as had been hitherto held, the legislation on this question approved April 17, 1874, authorizing the employment of certain aliens as engineers and pilots, and thus the views previously enforced by the steamboat inspection department, which of course includes the licensing committees, no longer holds good, so that now all that is necessary for an alien to do when desiring a license as an officer in the mercantile marine is to declare his intentions of becoming a citizen, and after six months' residence present himself before the local inspectors as a candidate for an officer's license.

In this connection there is a point which we desire to bring out in its full force, and that is, the fact of an apparent discrimination being found to exist in the status of licensed officers. Duly certificated engineers and pilots sworn to comply with all the requirements of the service, etc., are not on the same official plane as the master, who but fulfills the same national obligations, if such they may be termed, as the other licensed officers in the mercantile marine. The act approved April 17, 1874, therefore applies only to engineers and pilots and not to masters, although it may be argued, that the master alone is in full charge, and in consequence his position should be more carefully guarded. It is not from this standpoint, however, that we note the discrimination, but rather on the ground that official documents, such as steamboat officers' licenses ought to hold the same relative value according to their grade, and so that in the event of a master, for instance, becoming disabled, the first-class pilot or chief mate would be eligible to take command and carry the vessel to her destination, instead of illegally navigating past the first port of safety.

Of course all engineers and pilots are now full citizens of the United States, with all the rights and privileges enjoyed thereby, as up to the present none others could receive a license, but in the future when the six months residence clause becomes a common feature, it would be well for such pilots to remember that while nominally citizens holding a government license, they are not eligible to exercise their functions in a higher grade, or rather as master, until they become citizens in full by a longer service under the flag. Hence, we have degrees of citizenship; at least it appears to us that such is the construction placed upon an act of Congress by the Attorney General, as the holding of a United States steamboat officer's license has hitherto always been accepted as prima facie evidence, if not positive proof, of nationality.

RAFT TOWING AGAIN.

Notwithstanding the strong efforts made in the past by the Lake Carriers' Association and the government commissions appointed to inquire thoroughly into the subject from all standpoints, so that adequate rules might be put in force regulating the traffic of raft towing, it was only a few days ago that an enormous raft broke up at the South-east bend in St. Clair River, and for a time stopped traffic at that point, as well as inflicting damage to passing vessels.

Of course the waters are free to float all legitimate ventures and traffic, but when any industry becomes a menace to general commerce it is then high time to place proper restrictions on such traffic for the safety of all concerned. In treating upon this subject, the Detroit *Journal* strikes the keynote to the situation in the following pithy editorial:

"That people who are engaged in the long timber business and towing of rafts have certain rights in navigable waters, goes without saying, but when they are allowed, as is seemingly the case at present, to do so regardless of the rights of other tonnage on the lakes, blocking the

channels so that vessels are unable to get through, putting steam vessels in imminent danger of breaking their wheels or damaging their machinery, it becomes an outrage on vessel owners, who are held to the strictest accountability to the government in complying with all its rules and regulations, and leaving the raftsmen comparatively free to do as they please without restriction.

"The breaking up of Capt. Green's big raft in the St. Clair River, doing a large amount of damage, causing great delay to tonnage passing up and down, and the imminent danger that will attend steamers for some time to come in picking up some of the floating logs in their wheels and breaking them, should emphasize in the strongest possible manner the necessity of the strong arm of the government interfering and prescribing such restrictions as to size, navigation of them, etc., as would make them comparatively safe for the tonnage of the lakes."

There should be no question of collecting every cent's worth of actual damage done by rafts or through their breaking up, but when it comes to a steamer picking up a single stick of timber and damaging her propelling power, the process of identification and the proof that the obstruction could not have been avoided is a more intricate matter; another feature of the question is the risk and detention which these large rafts cause to general traffic while they are being towed through narrow waters and at times not under proper control.

The lake traffic is now so extensive that every safeguard should be thrown around the conduct of the floating property, and in this connection proper rules and regulations for the make-up, size and safe navigation of rafts seems to be one of the nearest and most imperative requirements of lake commerce.

LAKE shipbuilders did not enthuse very highly over the contract to build a revenue cutter for the lakes as only one firm the Globe Iron Works Co., of Cleveland submitted proposals which in this case was equivalent to securing the order for construction. Shipyards on the lakes are considerably busy these times in building cargo and passenger boats so that government departmental contracts, accompanied as they are by a system of red tapeism and general detention of work, are not very eagerly grasped at. However, it is highly to the credit of the Globe Iron Works Co. that they can turn out the latest and best class of tonnage irrespective of the most stringent inspection of the work and the highest techinal classification of material.

LAKE FREIGHTS.

Ore tonnage has been in fair demand all week and firm at 85, 75 and 55 cents from the head of the lakes, Marquette and Escanaba respectively. Complaints are growing more frequent of the detention at Lake Erie discharging ports and if this feature continues it is probable that rates will be forced a jog higher within a few days, at least from the head of the lakes, as an attempt has already been made to secure 90 cents.

Chicago grain freights have fluctuated from 7/8 to 1 cent with very light shipments during the week, line boats not having enough to carry even at those figures, in fact chartering has seldom been so dull out of Chicago. Duluth will have lively grain shipments in July, 2 3/8 cents for next week's charters is now offered.

Coal is beginning to move though chiefly to Lake Michigan, the Buffalo rate has held firm at 50 cents to Chicago and an effort made to reach 60 cents, Milwaukee 45 cents, Toledo 25 cents and Duluth 20 cents. Ohio ports to Milwaukee or Green Bay ports 40 cents, to Duluth 30 cents.

The ore trade has been the life of lake traffic since the opening of navigation, but from this time on it is expected that both coal and grain will enter into the freight market and better figures than has been hitherto quoted is looked for.

THE COMING WATERWAYS CONVENTION.

The first annual convention of the International Deep Waterways Association organized at Toronto last fall, will be held in Cleveland September 24, 25 and 26, 1895, beginning at 3 p. m. on Tuesday, the 24th. This was decided upon at a meeting of the executive board held in Chicago, Tuesday and Wednesday of this week.

It is expected that President Cleveland will appoint the American members of the deep waterway joint commission provided for by Congress about July 1, and that the Canadian commissioners will be appointed a little later. Their report will undoubtedly be filed in ample time for full discussion at the Cleveland convention.

Notices will be distributed announcing to the governors and legislators of all states and provinces, mayors of cities interested, and to all members of the Houses of Congress, that the convention will meet, and that there will be discussed the effect of a ship canal between the great lakes and the sea, upon the iron, coal, grain, flour, and lumber business, and upon inland ship building industries; upon the lake carrying and the ocean carrying trade; upon the export cattle and meat business; upon New York and other seaboard cities; upon Buffalo and other lakeboard cities.

In addition to this a number of so-called independent subjects are announced for discussion, as follows: Volume, character and value of commerce affected by deep water from the Great Lakes to the Atlantic; character, cost, utility and value of present Great Lakes and St. Lawrence River improvement; impounding waters and controlling levels and outflow of the Great Lakes: free and toll canals; pneumatic and hydraulic locks; economy of joint arrangement between Canada and the United States; national benefits and international arbitration; desirability of harmonizing conflicting American and Canadian marine-laws and regulations on the Great Lakes; proper attitude of the United States government; of the Canadian government; an American secretary of commerce; status and fruits of the deep water campaign—thirteen subjects in all.

The notice also invites each state, province and territory, each city and town, each commercial body, and each university in the United States and Canada to send delegates.

The formation of the program was left to the committee of arrangements, Frank A. Flower, secretary of executive board, Superior; O. A. Howland, M. P. P., of Toronto; C. E. Wheeler, of Cleveland Chamber of Commerce: and C. D. R. McGinniss, of St. Paul.

NOTICE TO MARINERS.

UNITED STATES OF AMERICA—NORTHERN LAKES AND RIVERS—MICHIGAN.

WHITEFISH POINT LIGHT-STATION.—Notice is hereby given that, on or about July 5, 1895, the color of the skeleton iron tower at this station on Whitefish Point, SE. part of Lake Superior, will be changed from brown to white, to render it more prominent as a day mark.

By Order of the Light-House Board:

JOHN G. WALKER,
Rear-Admiral, U. S. Navy, Chairman.

OFFICE OF THE LIGHT-HOUSE BOARD,
Washington, D. C., June 25, 1895.

VISIBLE GRAIN SUPPLY.

The stocks of grain in Chicago elevators last Saturday evening were 17,460,000 bushels of wheat, 5,255,000 bushels of corn, 2,243,000 bushels of oats, and 32,000 bushels of rye. Total, 24,990,000 bushels of all kinds of grain, against 22,139,000 bushels a year ago. For the same date the secretary of the Chicago Board of Trade states the visible supply of grain in the United States and Canada as 46,225,000 bushels of wheat, 9,499,000 bushels of corn, 7,976,000 bushels of oats, 137,000 bushels of rye, and 130,000 bushels of barley. These figures are smaller than the corresponding ones a week ago by 1,492,000 in wheat and 1,286,000 in corn. The visible supply of wheat for the corresponding week a year ago decreased 1,253,000 bushels.

LAKE YACHTING.

More interest is being taken in lake yachting this season than ever before and the clubs at the principal ports are enthusiastic in their determination to have a brisk yachting time during the next few months.

During the week the handsome schooner-rigged steam yacht Sentinel, New York to Chicago, reached the lakes via the St. Lawrence canals. She is owned by L. C. Wachsmuth, of New York. Her dimensions are 125 feet long by 19 feet beam, built of live oak, with heavy frames placed close together, and extra heavy planking. She has a flush deck broken only by the wheelhouse and smoking room forward. The rails and all deekhouses and fittings are of solid mahogany, and are built extremely heavy in order to stand rough weather. They are polished as highly as ordinary furniture. The Sentinel carries four boats—a 21-foot naphtha launch, an 18-foot cutter, a 16-foot gig and a 14-foot dingy. Her speed is an easy 16 miles an hour.

LIFE-BOAT BUILDERS.

The following is an abstract of the bids received by the United States Life-Saving Service, for the construction of twelve 34-foot lifeboats:

FOR DELIVERY IN NEW YORK CITY.—B. Frank Wood, City Island, N. Y., to be delivered Feb. 1, 1896, $3,000; Clay & Torbensen, Gloucester City, N. J., Oct. 28, 1895, $3,395; Wyandotte Boat Co., Detroit, Mich., May 31, 1896, $2,292.65; Geo. Lawley & Son, Corporation, South Boston, Mass., December 16, 1895, $2,900; Monroe & Nims. Sand Beach, Mich., March 15, 1898, $1,900; Henry N. Botsford (Wolverine Dry Dock Co.), Port Huron, Mich., Aug. 31, 1896, $1,860. Received late—Racine Yacht & Boat Works, Racine, Wis., May 18, 1896, $3,600; Detroit Boat Works, Detroit, Mich., Aug. 1896, $4,350; Higgins & Gifford, Gloucester, Mass., Oct. 17, 1895, $3,307.

FOR DELIVERY IN GRAND HAVEN, MICH.—B. Frank Wood, City Island, N. Y., June 15, 1896, $3,200; Clay & Torbensen, Gloucester City, N. J., Jan. 25, 1896, $3,395; Wyandotte Boat Co., Detroit, Mich., May 10, 1896, $2,269.65; Henry N. Botsford (Wolverine Dry Dock Co.), Port Huron, Mich., Oct. 31, 1896, $1,860; Monroe & Nims, Sand Beach, Mich., December 15, 1896, $1,900. Received late—Racine Yacht & Boat Works, Racine, Wis., Jan. 13, 1896, $3,500; Detroit Boat Works, Detroit, Mich., March 1, 1896, $4,350; The Truscott Boat Mfg. Co., St. Joseph, Mich., Oct. 30, 1895, $1,350.

For the construction of twelve 26-foot Monomoy surfboats, the following is an abstract of the bids received:

TO BE DELIVERED IN BUFFALO, N. Y.—Wyandotte Boat Co., Detroit, Mich., to be delivered Sept. 30, 1895, $261.80; B. Frank Wood, City Island, N. Y., Oct. 15, 1895, $325; Samuel Ayers & Son, Nyack, N. Y.; Aug. 10, 1895, $285; The Truscott Boat Mfg. Co., St. Joseph, Mich., Sept. 7, 1895, $315; The Wolverine Dry Dock Co., (Henry N. Botsford, owner), Port Huron, Mich., Dec. 15, 1895, $375; Detroit River Boat and Oar Co. (David N. Perry, owner), Wyandotte, Mich., Sept. 15, 1895, $360.

TO BE DELIVERED IN NEW YORK CITY.—Wyandotte Boat Co., Detroit, Mich., Oct. 7, 1895, $253.40; B. Frank Wood, Island City, N. Y., Nov. 15, 1895, $275; J. S. Ellis & Son, Tottenville, Staten Island, N. Y., 1 boat 30 days after contract, 1 every 15 days thereafter, $295; Samuel Ayers & Son, Nyack, N. Y., August 15, 1895, $235; The Truscott Boat Mfg. Co., St. Joseph, Mich., Sept. 10, 1895, $330; The Wolverine Dry Dock Co. (Henry N. Botsford), Port Huron, Mich., Jan. 15, 1896, $383; Detroit River Boat and Oar Co. (David N. Perry), Wyandotte, Mich., Dec. 15, 1895, $375; Fred. C. Beebe, Greenport, N. Y., July 20, 1895, $245.

RAILROAD TRANSPORTATION.

According to railway statistics issued by the interstate commerce commission, 619,688,199 passengers were carried during the year ending June 30, 1894, an increase over the previous year of 26,127,587. The gross earnings of the total railway mileage of 178,708.55 for the same period was $1,073,361,797, a decrease as compared with the previous year of $147,390,077 or 12.07 per cent.

The total amount of reported railway capital on June 30, 1894, was $10,796,473,813 or $62,951 per mile of line.

During the year 1,823 railway employees were killed and 23,422 were injured, as compared with 2,727 killed and 31,729 injured in 1893. This marked decrease in casualty is in part due to the decrease in the number of men employed, and the decrease in the volume of business handled. The increased use of automatic appliances on railway equipment also may have rendered railway employment less dangerous and it may be that the grade of efficiency of employes has been raised.

The number of passengers killed was 324, an increase of 25, and the number injured was 3,304, a decrease of 195. Of the total number of fatal casualties to railway employes, 251 were due to coupling and uncoupling cars, 439 to falling from trains and engines, 50 to overhead obstructions, 145 to collisions, 108 to derailments, and the balance to various other causes not easily classified. To show the ratio of casualty, it may be stated that one employe was killed out of every 428 in service, and one injured out of every 33 employed. The trainmen perform the most dangerous service, one out of every 156 employed having been killed and one out of every 12 having been injured.

The ratio of casualty to passengers is in striking contrast to that of railway employes, one passenger having been killed out of each 1,912,618 carried, or for each 44,103,228 miles traveled, and one injured out of each 204,248 carried, or for each 4,709,771 miles traveled. A distribution of accidents to the territorial groups exhibits the diversity in the relative safety of railway employment and of railway travel in the different sections of the country.

VESSEL TAXATION.

It would now appear that any effort made to have congress relieve American shipping of the heavy taxes —by comparison with taxes imposed by foreign nations on their shipping—which some of the states impose on vessels as property, would probably be futile and that relief should come, if at all obtainable, from state legislatures.

The following opinion from the office of the solicitor of the treasury, will point out to our readers the view in which this question is now regarded by eminent authority:

DEPARTMENT OF JUSTICE,
OFFICE OF THE SOLICITOR OF THE TREASURY,
WASHINGTON, D. C., June 18, 1895.

HON. J. G. CARLISLE, Secretary of the Treasury:

Sir: The Hon. Commissioner of Navigation requests an expression of my views as to whether an act of Congress exempting from State or local taxation all registered American vessels exclusively engaged in the foreign trade, would be constitutional or not. The opinion is desired in relation to contemplated recommendations in the next annual report.

Section 8 of Article 1 of the Constitution of the United States, provides that the Congress shall have power, "To regulate commerce with foreign nations, and among the several states, and with the Indian tribes."

The power is to regulate or prescribe the rule by which commerce is to be governed. It is not limited to traffic, or the interchange of commodities. It comprehends navigation and intercourse, for commerce is something more than traffic. As Judge Story, in his Commentaries on the Constitution, says, "The mind can scarcely conceive a system for regulating commerce between nations, which shall exclude all laws concerning navigation, which shall be silent on the admission of the vessels of one nation into the ports of another; and be confined to prescribing rules for the conduct of individuals in the actual employment of buying and selling, or barter." Sec. 1061, and Gibbons vs. Ogden, 9 Whea., 189.

The national government has exercised direct power over the subject of commerce and navigation from its commencement. This was one of the primary objects for which the people adopted their government. Judge Story further says: "Foreign and domestic intercourse has been universally understood to be within the reach of the power. How, otherwise, could our system of prohibition and non-intercourse be defended? From what other source has been derived the power of laying embargoes in a time of peace, and without any reference to war or its operations? Yet this power has been universally admitted to be constitutional, even in times of the highest political excitement. And, although the laying of an embargo in the form of a perpetual law was contested as unconstitutional at one period of our political history, it was so not because an embargo was not a regulation of commerce, but because a perpetual embargo was an annihilation, and not a regulation of commerce. It may, therefore, be safely affirmed that the terms of the Constitution have at all times been understood to include a power over navigation, as well as trade; over intercourse as well as traffic; and that, in the practice of other countries, and especially in our own, there has been no diversity of judgment or opinion." Sec. 1064.

Section 10 of Article 1 of the Constitution prescribes that no State shall without the consent of Congress lay any duty on tonnage." * * * There is no express prohibition as to any other tax on vessels engaged in commerce.

Since the case of Brown vs. Maryland (12 Whea., 419) it has been repeatedly decided by the Supreme Court that, when a law of a State imposes a tax under such circumstances and with such effect as to constitute it a regulation of commerce, either foreign or interstate, it is void on that account. Telegraph Co. vs. Texas, 105 U. S., 460; Moran vs. New Orleans, 112 Id., 69.

In the case of Steamship vs. Port Wardens (6 Wall., 31) the Supreme court held, that the statute of Louisiana enacting that the masters and port wardens should be entitled to demand, in addition to other fees, the sum of five dollars for every vessel arriving at that port, was a regulation of commerce within the meaning of the Constitution, and also a duty on tonnage, and was therefore unconstitutional and void. See also State Tonnage Tax Cases. 12 Wall., 204.

In Gloucester, Ferry Co. vs. Pennsylvania (114 U. S., 196) it was held that freedom of transportation between the states, or between the United States and foreign countries, implies exception from charges other than such as are imposed by way of compensation for the use of property employed, or for facilities afforded by its use, or as ordinary taxes upon the value of the property. See Pickard vs. Pullman Southern Car Co., and Tennessee vs. Same 117 U. S., 34 and 51; Morgan vs. Louisiana Board of Health, 118 U. S., 455; Cannon vs. New Orleans, 20 Wall., 577.

A tax imposed by a State on vessels engaged in commerce, foreign or domestic, is not necessarily a regulation of commerce. In Moran vs. New Orleans (112 U. S., 69), the Supreme Court say:

"And it is undoubtedly true, as it has often been judicially declared, that vessels engaged in foreign or interstate commerce, and duly enrolled and licensed under the acts of Congress, may be taxed by State authority as property; provided, the tax be not a tonnage duty, is levied only at the port of registry, and is valued as other property in the State, without unfavorable discrimination on account of its employment." See also Transportation Co. vs. Wheeling, 99 U. S., 273; Morgan vs. Parham, 16 Wall., 471; Hys vs. Pacific Mail Steamship Co., 17 How., 596; Wigginary Co. vs. East St. Louis, 107 U. S. 365; Packet Co. vs. St. Louis, 100 U. S. 423.

Cooley in his Constitutional Limitations (p. 606), says that, duties of tonnage, the States are forbidden to lay, but that the meaning of the prohibition seems to be that vessels must not be taxed as vehicles of commerce according to capacity, it being admitted that they may be taxed like other property. In his work on Taxation (p. 61) he says: Vessels are taxable as property.

In the case of Transportation Co. vs. Wheeling (99 U. S. 273) the Supreme Court say that beyond question these authorities (cited) show that all subjects over which the sovereign power of the State extends are objects of taxations, the rule being that the sovereignty of the state extends to everything which exists by its own authority or is introduced by its permission, except those means which are employed by Congress to carry into execution the powers given by the people to the Federal Government, whose laws, made in pursuance of the Constitution, are supreme. McCulloch vs. Maryland, 4 Whea., 439 Savings Society vs. Coit 6 Wall., 604.

The court further say; "Annual taxes upon ships and vessels for the support of State Governments as property upon a valuation as other personal property are everywhere laid; nor is it believed that it requires much argument to prove that the opposite is unsound and indefensible in theory, as it is contrary to the generally received opinion, and wholly unsupported in judicial determination. Instead of that, there are many cases in which the courts, in refuting the authority of the States to lay duties of tonnage, have admitted that the owners of ships may be taxed to the extent of their interest in the same, for the value of the property." See Passenger cases 7 How., 283, 479; and Transportation Co. vs. Parkersburg 107 U. S., 691.

I am, therefore of the opinion that an act of Congress exempting from State or local taxation all registered American vessels exclusively engaged in the foreign trade, would be unconstitutional and void, except within the limits recognized by the Courts. I may conclude in the words of Mr. Justice Clifford in Transportation Co. vs. Wheeling: "By authority (of Gibbon vs. Ogden—opinion of Chief Justice Marshall) it is settled that the power to tax, and the power to regulate and prohibit taxation, are given in the Constitution by separate clauses, and that those powers are altogether separate and distinct from the power to regulate commerce; from which it follows, as a necessary consequence, that the enrollment of a ship or vessel does not except the owner of the same from taxation for his interest in the ship or vessel as property, upon a valuation of the same, as in the case of other personal property.

Very respectfully,
(Signed) F. A. REEVE,
Solicitor.

OSWEGO'S HARBOR PIER.

Capt. Kingman has completed the plans and survey for Oswego's proposed harbor improvement, as authorized by the last Congress, and has forwarded them to Washington for consideration.

The entrance to the port of Oswego, especially if a strong wind is blowing from the northwest, is considered very dangerous and vessel captains are slow to risk the chances of going on the rocks. Several years ago a breakwater was constructed opposite the mouth of the harbor, leaving an entrance of about three hundred feet. Instead of preventing the danger to vessels it was increased, for when coming into the harbor during a storm vessels were liable to and did strike this pier, the entrance to the harbor being too narrow. Four or five years ago this breakwater was removed. and since that time several boats have been piled on the beach, and it was thought desirable to try and prevent this danger.

The pier, as planned by Capt. Kingman, will run from a point 500 feet from the beacon light, leaving an entrance 500 feet wide and amply large enough to accommodate the entrance of any boat, to what is known as Big Rock, under the fort bank. The pier will be fifteen hundred feet long and cost something like $250,000. This amount Congress will be asked to appropriate, and on the completion of this pier Oswego will have a safe harbor against any wind.

MARITIME LAW.

RALLI & AL., vs. TROOP & AL.

Supreme Court of the United States:

GENERAL AVERAGE—WHO MUST ORDER SACRIFICE—FIRE ON SHIP—ACTION OF PORT AUTHORITIES DOES NOT CREATE CASE OF GENERAL AVERAGE.—"The law of general average is part of the maritime law, and not of the municipal law, and applies to maritime adventures only."

To constitute a general average loss, there must be a voluntary sacrifice of part of a maritime adventure, for the purpose, and with the effect of saving the other parts of the adventure from an imminent peril impending over the whole.

"The interests so saved must be the sole object of the sacrifice, and those interests only can be acquired to contribute to the loss. The safety of property not included in the common adventure can neither be an object of the sacrifice, nor a ground of contribution."

"As the sacrifice must be for the benefit of the common adventure, and that adventure only, so it must be made by some one specially charged with the control and safety of that adventure, and not be caused by the compulsory act of others, whether private persons or public authorities."

"The sacrifice, therefore, whether of ship or of cargo, must be by the will and act of its owner, or of the master of the ship, or other persons charged with the control and protection of the common adventure, and representing and acting for all the interests included in that adventure, and those interests only."

"A sacrifice of vessel or cargo by the act of a stranger to the adventure, although authorized by the municipal law to make the sacrifice for the protection of his own interests, or of those of the public, gives no right of contribution, either for or against those outside interests, or even as between the parties to the common adventure."

"The port authorities are strangers to the maritime adventure, and to all the interests included therein. They are in no sense the agents or representatives of the parties to that adventure, either by reason of any implied contract between those parties, or of any power conferred by law over the adventure as such."

Fire broke out in the ship J. W. Parker, as she was lying loaded with jute, in the harbor of Calcutta. After the crew of the vessel, assisted by crews of other vessels, had fought the fire for some time, the port authorities came with fire engines and took charge of the vessel, and after pumping water into her for a long time, finally caused her to be scuttled, thereby extinguishing the fire. The swelling of the cargo of jute caused by the water, practically ruined the ship. A general average statement was afterwards made up, under which the owners of the cargo were entitled to some five or six thousand dollars; but the cargo owners declined to consider the case as one of general average, and brought this suit to recover the full value of their cargo destroyed. Held, that the destruction of the J. W Parker by the act of the municipal authorities of the port of Calcutta was not a voluntary sacrifice of part of a maritime adventure for the safety of the rest of that adventure, made, according to the maritime law, by the owners of the vessel or cargo, or by the master as the agent and representative of both. But it was a compulsory sacrifice; made by the paramout authority of public officers deriving their powers from the municipal law, and the municipal law only; and therefore neither gave any right of action or of contribution against the owners of property benefited by the sacrifice, but not included in the maritime adventure, nor get any right of contribution as between the owners of the different interests included in that adventure.

The District Court held that the respondents were entitled to a general average, and confirmed the adjustment, and entered a decree in favor of the libellants for the said sum of $7,420.48, and interest for the reasons stated in the opinion in 37 Fed. Rep. 888.

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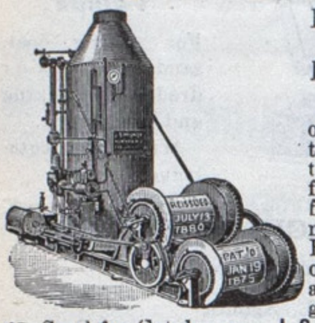

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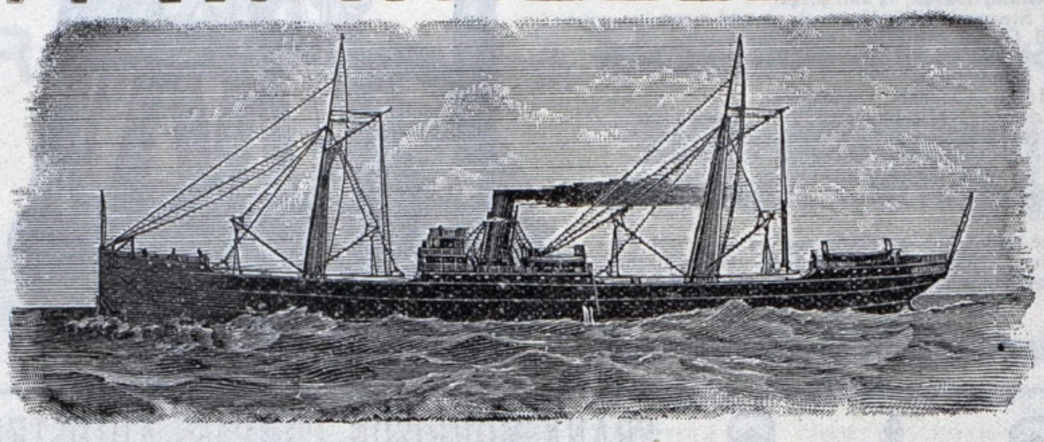

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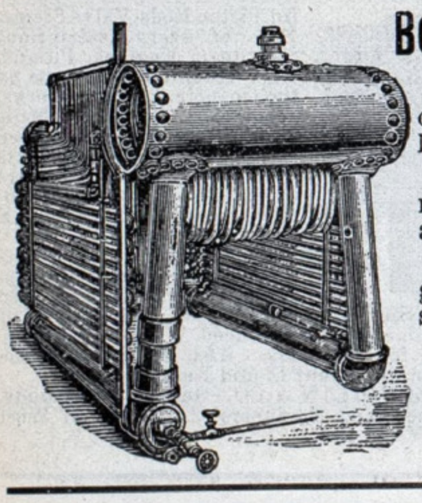

These rapid Steaming Boilers require less room, occupy less space in width, height and length; weigh less than any other.

Have short, perfect circulation, no dead ends, no joints in the fire, and any engineer can get at all parts of it.

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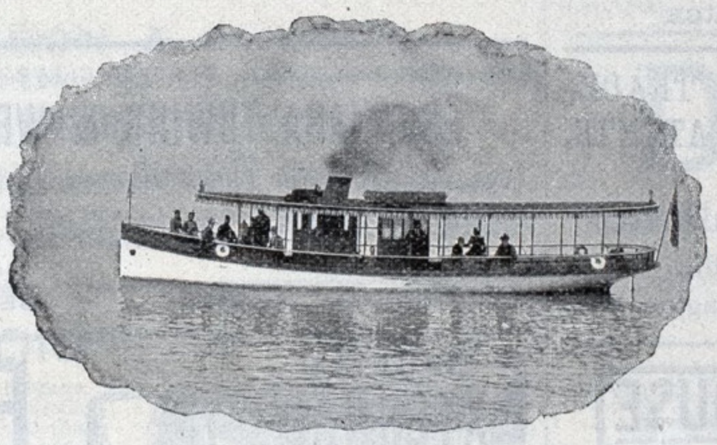

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The Engines in the ollowing boats are of our manufacture.

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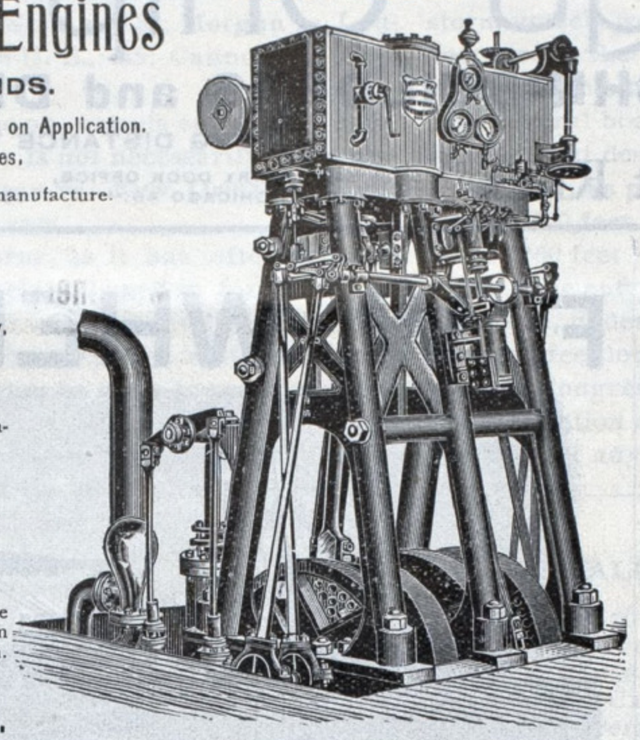
Passenger Steamer, E. G. Maxwell, Pentwate 14 and 28x20.



The engraving represents our 20 and 36x36 Fore and Aft Compound Marine Engine. We build them all sizes and guarantee them to give satisfaction.

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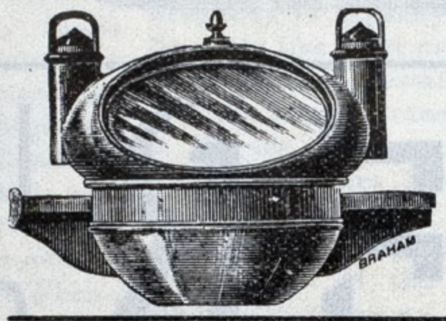

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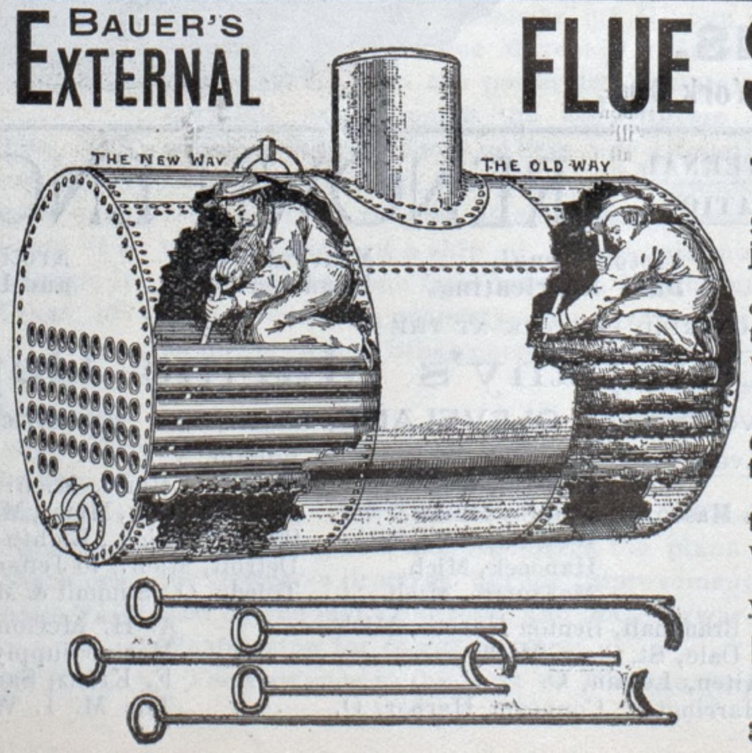

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A **Shell Scraper** and a **patented inside flue cleaner** given with each set.

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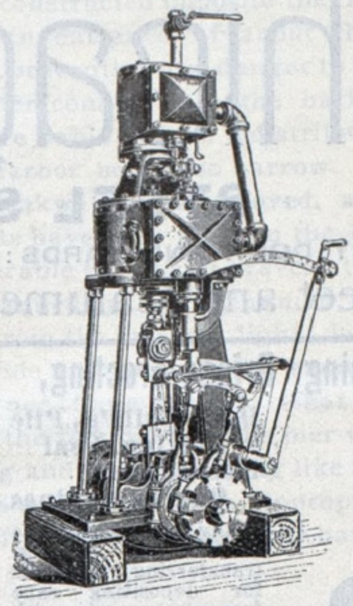

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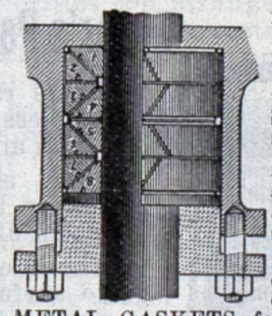

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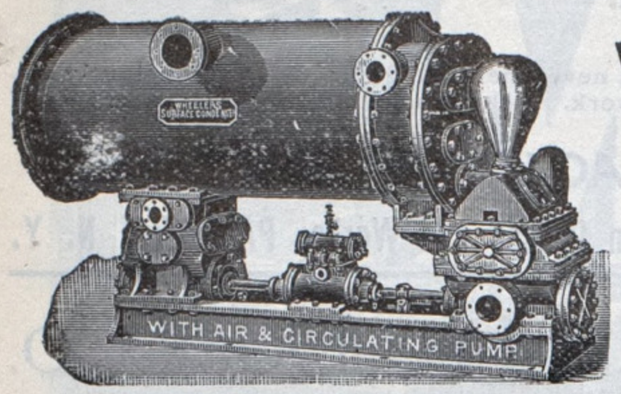

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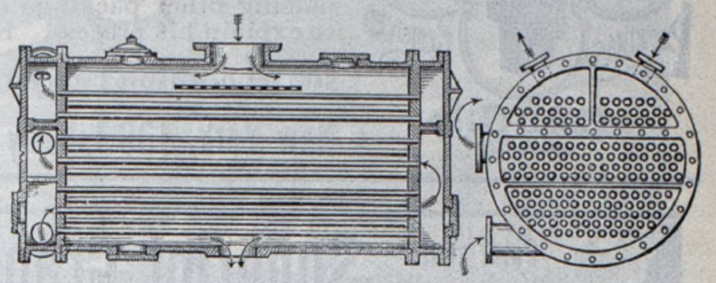

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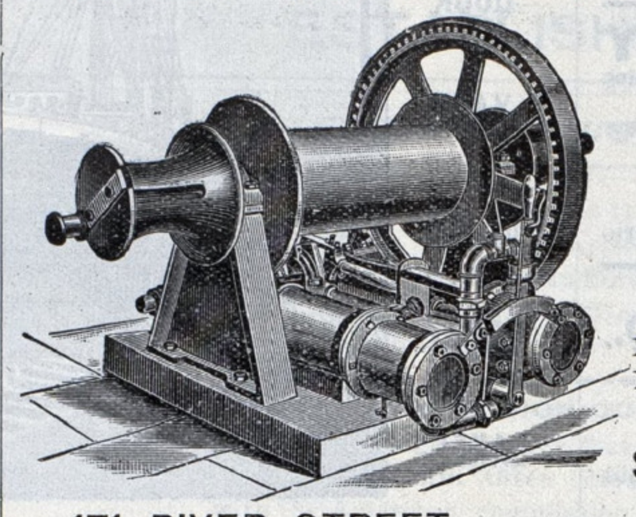

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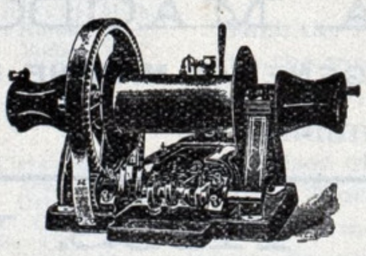

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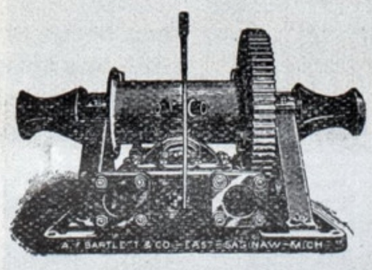

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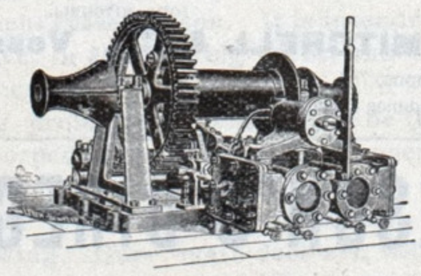

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OFFICE OF LIGHT-HOUSE BOARD, Washington, D. C., June 25, 1895. Sealed proposals will be received at this office until 2 o'clock p. m. on Thursday, the 11th day of July, 1895, for furnishing the materials and labor of all kinds necessary for the construction and delivery of one first-class composite Light-Vessel No. 66, for a fixed sum for said vessel delivered. Forms of proposal, plans and specifications, showing what is required, can be had or seen by applying to this office. The right is reserved to reject any or all bids and to waive any defects. JOHN G. WALKER, Rear-Admiral U. S. N., Chairman. 26

Cleveland & Buffalo Transit Company.

$2.50 CLEVELAND TO BUFFALO.

VIA "C. & B. LINE."

Magnificent side-wheel steel steamers,

"State of Ohio" and "State of New York"

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J. C. MENGENSDORF, C. P. A.

The Nickel Plate Road has published a map of Boston, Mass., showing the location of the Christian Endeavor Convention Hall and State Headquarters of the 14th International Convention, July 10th to 15th, and presenting the merits of their through Drawing Room Sleeping Car line between Chicago and Boston. Write for a copy to any agent of the Nickel Plate Road or B. F. Horner, General Passenger Agt. 266-27

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Strictly anti-rust, and most durable and economical.

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DEALERS IN COAL. Docks at Government Pier, Whiskey Island, and Adjoining Globe Dry Dock.

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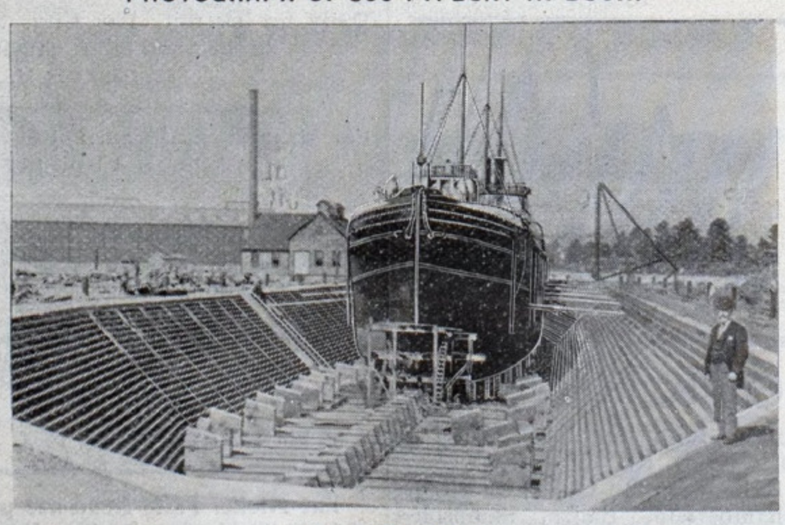

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SIZE OF DOCK

Length, Extreme	537 feet.	Entrance, Top,	55 feet 9 in.
Breadth, Top,	90 " 4 in.	Entrance, Bottom	50 "
Breadth, Bottom	52 "	Depth over Sills	18 "

LARGEST DRY DOCK ON THE LAKES.

PRICES FOR REPAIRS AND DOCKING SAME AS AT LOWER LAKE PORTS.

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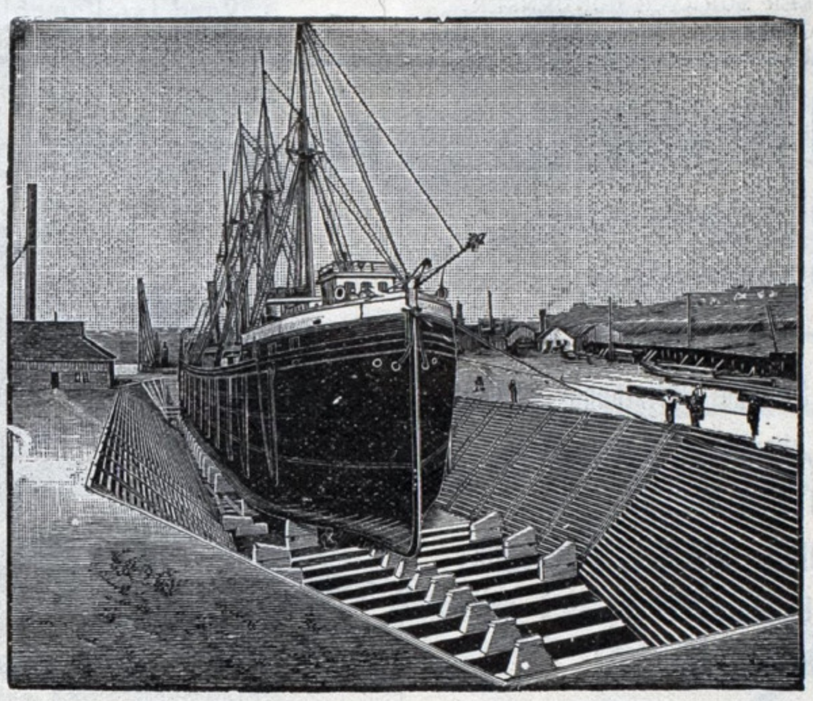

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